



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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OFFICE OF THE
REGIONAL ADMINISTRATOR

March 2, 2015

Mark Hasselmann
Federal Highway Administration
Edmund S. Muskie Federal Building
40 Western Avenue, Room 614
Augusta, Maine 04332

RE: I-395/Route 9 Transportation Study Final Environmental Impact Statement, Brewer, Holden, Eddington, and Clifton, Maine (CEQ# 20150024)

Dear Mr. Hasselmann:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA), we have reviewed the Federal Highway Administration and Maine Department of Transportation (MaineDOT) Final Environmental Impact Statement (FEIS) for the I-395/Route 9 Transportation Study. The FEIS describes the MaineDOT proposal to implement transportation improvements to increase the linkage of regional roadways, reduce congestion and increase safety along Routes 1A and 46 in the towns of Brewer, Holden, Eddington, and Clifton, Maine. The FEIS identifies Alternative 2B-2 as the FHWA/MaineDOT preferred alternative. This alternative was also identified by the Corps of Engineers as the Least Environmentally Damaging Practicable Alternative (LEDPA).

EPA's work over the life of the project to date included the preparation of scoping comments, comments on the DEIS, and comments on pre-publication draft sections of the DEIS and FEIS. Our comments on the DEIS highlighted several areas where additional information or clarification is necessary to more fully describe impacts of the proposed alternatives related to wetland mitigation, induced growth, and surface and ground water supply and quality issues. The FEIS incorporates many changes made in response to our input. Thank you for the responses to our comments on those issues and for specifically acknowledging that FHWA and MaineDOT intend to continue to work with EPA and other federal agencies on wetland impact characterization and mitigation planning for project.

EPA's comments during scoping, in response to the DEIS, and in comments on an administrative draft copy of the FEIS also strongly encouraged up front commitments by FHWA and MaineDOT to diesel retrofits, cleaner fuels and anti-idling measures to reduce construction period impacts. Our comments noted that these measures are not complicated to implement and they benefit residents in the project area during

construction. The FEIS reports that MaineDOT will consider opportunities to specify the use of diesel retrofits, cleaner fuels, and idle reduction measures to minimize emissions from diesel construction equipment. Despite this pledge, the lack of a specific condition requiring the use of this technology provides little incentive and gives no certainty that these measures will be utilized for the project. Therefore, we continue to encourage FHWA and MaineDOT to do more to reduce diesel emissions from the construction portion of the project through the addition of a specific condition in the Record of Decision requiring these measures.

We appreciate the opportunity to comment on the FEIS for the project. Please feel free to contact me or Timothy Timmermann of EPA's Office of Environmental Review at 617-918-1025 if you wish to discuss these comments further.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Curtis Spalding', written in a cursive style.

H. Curtis Spalding
Regional Administrator

cc:

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